tions, and rebuilding the premises wherein they occur, are avoided.

Thirdly.—No insurance of the building itself will be required.

Fourthly.—As by this mode of erection the house will last much longer than the present lath and plaster system, where showy fronts hide crumbling bricks and rotten timber, consequently the expense of rebuilding and incidental substantial repairs to a great extent are avoided.

The insertion of the above observations will gratify your obedient servant,

H. W. Dewhurst, M.A., Ph. D.

2, Surrey Cottages, Oct. 9, 1843.

ARMORY HOUSE, HON. ARTILLERY COMPANY.

Sir,—From the observation of your correspondent "T. M. O." relative to the tenders for repairs and alterations at the Armory House (which appeared in your journal of last week), I presume he must be an unsuccessful competitor, and should have been glad had his name appeared; however, as I believe no reasonable builder could possibly feel in any way dissatisfied, I do not consider "T. M. O.'s" observations worthy of further notice, otherwise than I am opinion it will not tend to alter the system of which he unjustly complained. The insertion of the above will oblige, Sir, yours obediently,

C. P. Maltby,

Surveyor to the Hon. Artillery Company.

19, Took's-court, Chancery-lane, Oct. 11, 1843.

STAKING OUT A BUILDING.

Sir,—In No. 24 of our excellent Builder, I find a correspondent from Manchester asks for the best method of staking out the angles of a building. The following is the method I adopt in staking out for the excavators to work from. The front line of any building being determined, and its length marked out, the stakes are driven, say, about two feet beyond the length of the front in the same line. The length of the front being correctly marked, a large square is applied to the mark, which denotes the front length, and held parallel to the outside of the line already drawn, which will determine the position of the next stake, which should be about two feet from the angle. The line is wrapt round the outside of both these stakes, and continued along the gable or front, as the case may be, about two feet beyond the extent of the wall; the square is now applied inside the lines of the first angle, to determine the true position of the third stake, and thus I proceed with every angle about any building, no matter how complicated; and for any partition or inside wall that join the external ones. I generally run the lines across the outside walls, and there drive the stakes.' When the building is not cellared, and has thick walls, four stakes may be driven, the outside of the stakes for the excavators, and the inside for the bricklayers or masons. The line when wrapt round the stakes at the angles will be like the figure 4. I have adopted the above method, and have found little or no inconvenience after a slight explanation to the excavators.

If any of your numerous experienced correspondents can supply a better method, they would, no doubt, confer a benefit on your Manchester correspondent, and.

Yours, &c.,

Oct. 9, 1843. J. Fletcroft.

PLAN FOR A FARMSTEAD.

Sir,—In the last number of your journal there is a Plan for a Farmstead, which the correspondent who furnishes it states to be suitable for a farm of five acres. Now, from this opinion I must beg to differ. Your correspondent appears to me to have but a slender knowledge of farming matters; the whole arrangement is on too large a scale* if it had been intended for a farm of 35 or 40 acres, it would then have been ample. But I will not indulge further in general observations, but proceed to detail. First, there is a farm-yard 60×60, an area of 3600 feet for a five acre farm, and half that arable land. Why, the idea is ridiculous: 600 or 800 feet would be quite sufficient. I know a farm with a yard about 60 feet square, divided into three parts for cows, horses, and colts. There are generally six cows, and two or three calves, and from eight to twelve horses and colts, and this accommodation is found to be ample.

There we have a dung-pit provided; this is an unheard of accommodation, the farm-yard answering the purpose much better, and the smaller it is (in reason) the better for the manure.

The cow-shed might very well be dispensed with, and a portion of one of the open sheds walled off, there would then be quite sufficient accommodation in that way. Three stalls are shewn in the cow-stable, implying that three cows would be kept; three cows on a two and a-half acre meadow I should be very sorry to cross the path of those three cows.

Three stalls in a cow-stable are unnecessary, unless the cows are to be fatted for the butcher; but I cannot suppose any thing of the kind is contemplated in this case, as the means would be lacking.

There is no place provided to keep the food for the pigs; I would suggest that a portion of the small shed E be taken for the privy, and the ground that now takes up be appropriated for the purpose I have named, leaving a way to the privy.

We will now proceed to the front of the house; here we have a stove* (oven, I suppose) and the pantry close together; well, this would perhaps be very well to prevent the food being frozen in the winter, but how it would answer in summer "it is easier to imagine than to describe." I had another remark or two to make, but I have not time for more; I will only say that my only object in writing is to suggest what I think would be improvements; I am, at the same time, free to confess that there are several good points in the plan, but the whole appears to me ludicrously out of proportion to "the farm" It is intended for.

I am, Sir, your obedient servant,

W. H. J.

Sir,—Can any of your correspondents inform the public through your columns of a remedy or preventive against an accumulation of black beetles? Red wafers and beetle-traps have already been tried with but little effect. M. L. B.

Miscellanea.

Abbott's Cliff, Dover.—We are indebted to Mr. Hodges, engineer of the South-Eastern Railway, for the details of the following account of another blast at Abbott's Cliff, the correctness of which may therefore be relied on.—Another of those blasts by which the progress of the works has been so greatly facilitated, and having for its object the clearing out the angle of the slope to form the face of the Abbott's Cliff tunnel, was intended to have been effected on Thursday; but, from some unaccountable cause, the circuit of one of the voltaic batteries was prematurely completed, discharging a portion of the mines, and leaving the rest unsprung. In this blast (although minor in point of power, yet as a piece of engineering, much more difficult than any of the preceding) 3,600lb. of gunpowder were to have been exploded. This was divided into 28 charges, varying from 28lb. to 900lb. each, and placed upon two platforms, 100 feet apart; the upper having 12, and the lower 16 charges, the whole of which were intended to have been simultaneously ignited. The arrangements had all been most carefully made by Mr. Hodges, assisted by Mr. Graves, and it is impossible to account for the partial and premature ignition which took place. So, however, it was; some of the mines first exploded, and Mr. Hodges finding that to be the case, completed the circuit of the whole of the batteries, by which the 12 mines on the upper platform were discharged. Upon examination, it was found that the spoil, caused by the prematurely exploded mines, had disarranged the whole of the wires connected with the lower mines, and, of course, prevented their being discharged until this spoil could be removed. The dislodgement effected by the upper mines is precisely what was required; and there is little doubt but that the lower mines, when discharged, will produce the desired result, although not fired with the upper. This partial check, for it can scarcely be called a failure, is the first with which Mr. Hodges has met in the course of the numerous explosions which have been planned and executed by him during the progress of the works, and by which so many thousands of pounds and so much time have been saved the company and contractors. Since the above was written, the lower mines were discharged, and the result is precisely what was desired by the projectors. The works are progressing here with great rapidity, the outward piles of the viaduct are now being driven, and its completion will take place during the month. These piles go completely into a rocky substratum, and give great security and firmness to the work. The sea-wall is in a state of rapid completion, and, when erected, will prove a most perfect barrier to the inroads of "Davy Janes," from whose attacks, such is the natural formation of the beach, we think there is nothing to be feared. The Archcliff Fort Tunnel will be finished next week; and the preparations are now being made for laying the permanent rails in the Shakspeare Tunnel. According to the appearances at present, we have little doubt that Mr. Cubitt's expectation of opening the line to Dover before the end of next month will be realized; at all events, we feel quite satisfied that the year 1843 will witness the carriages of the South-Eastern Railway running to Dover.—*Dover Telegraph.*

* [We are afraid there is a mistake attributable to us, and that the word stove ought to have been used instead of stove. —Ed.]

Restoration of the Royal Chapel of the Savoy.—It may not be generally known that the beautiful chapel belonging to the ancient palace of the Savoy—a name suggestive of a long train of historical reminiscences—has been for some time past in a course of complete restoration and repair, by express command and at the expense of her most gracious Majesty Queen Victoria. Although the Savoy is a private chapel belonging to the Crown, and maintained out of the revenues of the Duchy of Lancaster, yet the present improvements and proposed decorations cannot be considered as designed for the personal comfort of the Sovereign, and the outlay now made manifests a most praiseworthy zeal for the honour of God's house, as well as a beneficent anxiety for the comfort of the parishioners, most of whom are tenants of the Crown. In these days of theological inquiry the Savoy has a peculiar interest, as having been the scene of the last attempt made by the state and the authorities of the church to reconcile the church and the Dissenters. It cannot be forgotten that the Savoy conference finally settled the Book of Common Prayer, and that there the admirable preface to the Liturgy was written—indeed, there is, we believe, an old authority to shew that in this chapel the Liturgy was *first* publicly read. Here, also, in days of yore, many of the bishops were from time to time consecrated, and among them Wilson, Bishop of Sodor and Man, by Archbishop Sharpe, in 1698. The chapel, according to Pennant, was restored and royally endowed by Henry VII., under his will, dated 1509. This endowment is still kept up, the incumbent receiving an annual fee by Royal warrant. In the present work of restoration the architectural department has been intrusted to Mr. Sydney Smirke, who has already restored a very beautiful altar screen, originally designed by Sir Reginald Bray, *tempore* Henry VII. The old carved roof, which consists partly of emblems of the Plantagenets in succession down to the last of the Tudors, and partly of devices emblematic of our Saviour's Passion, has been renovated and splendidly emblazoned under the superintendence of Mr. Willement. In addition to these and other costly improvements, her Majesty has determined to add a new organ, and Mr. Bishop has been selected by Lord Granville Somerset, the Chancellor of the Duchy of Lancaster, to build the instrument. The works are all completed with the exception of a new stained-glass window over the altar, which Mr. Willement has designed to harmonize with the architecture of the venerable fabric. The chapel will be re-opened on the 29th inst., before which it is expected her Majesty will make an inspection of the alterations and improvements.

Shutters.—All windows should be provided with inside shutters, where comfort is an object. They afford the only effectual means of completely excluding the light, which is sometimes desirable in cases of illness; and they keep the rooms warmer in winter and cooler in summer, to say nothing of affording security from thieves. In the best rooms, they should fold back into boxings; that is, cases formed in the jambs or sides of the windows, to receive them during the day; but where the rooms are small, the shutters may be made to slide up and down, in order that they may occupy less space, and not prevent their being curtains to the windows.

The City of Dublin.—The appearance of Dublin is very much improved of late years. Streets have been widened, new squares skilfully laid out, and many public monuments freed from buildings which concealed their beauties; the police is also better attended to, and commercial activity seems to have taken a new energy. But the most beautiful spectacle that can be presented to the eye of a stranger, is the vast panorama which suddenly opens itself on Carlisle-bridge. In front lies the magnificent Sackville-street, with its monuments, its splendid hotels, and the superb column erected in honour of Nelson; on the left, the fine quays of granite, with their handsome balustrade, which bound for several miles the dark waters of the Liffey; on the right, and almost within reach of the observer, thousands of masts rise between the banks of the river, between two ranges of lofty houses, and at the foot of that admirable building which, with its majestic portico, its elegant colonnade, its pavement of marble, and its dome of bronze, more resembles a noble Venetian palace than a prosaic custom-house. From the heights of the Phœnix-park one also enjoys a splendid prospect. In the midst of a vast lawn rises the palace of the Viceroy, surrounded by a treble fringe of shrubs and exotic plants, and defended by a large fosse. In turning the view towards the Liffey, the prospect embraces the heavy masses of the old city, with its steeples and towers, the ancient gate of Richmond, the Hospital for Invalids, a noble palace built to shelter the remains of the army, and, in the distance, the high mountains which enclose, as with a girdle, the county of Dublin.—*Letter of a French Tourist in the Constitutionnel.*

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